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THE ENROLMENT OF NEGRO SOLDIERS—PAST.

We perceive by the letters of our

correspondents in Louisiana that Adjutant

General Thomas has recently arrived at West,

Louisiana, to look after the welfare of the

army, but really to undertake the serious

business of organizing negro regiments and

brigades for the federal service. As an initi-

atory step in this direction, we are told that

four regiments are already in formation at Lake

Providence, and that in other places officers

were recruiting "with some degree of success."

We think it is high time that the government

should look into this absurd and dangerous mat-

ter. It is nothing but an absolute waste of time

and money to attempt anything so Quixotic as

the formation of negro military forces. In the

first place, there is no necessity whatever for

such auxiliaries; and in the next, the idea can

never be carried out to any practical result.

So far as the experiment has been tried it has

not only ended in lamentable failure, but it

has brought about some of the most deplorable

disasters of the war. For two years past our

disorganizing and bloodthirsty abolitionists have

been incessantly prating about the inviolability

of black soldiers, and yet every attempt to

solve the question by the organization of a

single useful regiment has ended in complete

failure. If our generals in North Carolina,

Florida, South Carolina, Louisiana and other

places had always confined themselves to the

care and discipline of the regular white army,

and had left the foolish illusion of negro regiments

alone, we should certainly have had fewer

reverses and more victories to record.

The failure of the late attack upon Charleston

is principally to be attributed to the extraneous

notions of our generals on the negro

question. Instead of looking boldly at the

difficulties attendant on military operations

against that almost impregnable rebel city,

General Hunter spent nearly all his time drum-

ming up negro recruits for regiments which

never had and never will have any positive

existence. Everywhere else where the same

scheme has been put in operation it has miser-

ably failed. With an army of trained white

soldiers in the field more than sufficient

to overrun the whole South, we go on from

day to day procrastinating and disputing about

the organization of a handful of poor negroes,

who, instead of being useful, would be a pos-

itive obstacle to the progress of our arms.

If we had not soldiers enough to fight our battles

there would be some excuse for this fanatical

delusion; but with a magnificent army in the

field—such an army as the world has never be-

fore seen—and with millions yet ready and

willing to fill the places of those who may fall

in battle, it is worse than ridiculous to talk

of arming ignorant negro slaves, who have nei-

ther intelligence nor intelligence for so important

a work.

The duty which rests upon our government

and army is to defeat the rebel forces in the

field, as the surest, and, in fact, the only means

of crushing the rebellion. It is not their inter-

est nor their duty to interfere with the estab-

lished laws of labor in the States in which they

happen to come. With this we have nothing to

do. The President's proclamation of general em-

ancipation has had no effect upon these immu-

table laws, and it is idle to suppose that the

enrolment of a few negro regiments could

effect such a sweeping change. Different

kinds of labor are suitable to different

climates and countries, and it is sheer folly to

attempt to subvert the lessons of long and salu-

tary experience. We may as well attempt to

overturn the laws of marriage, of civil rights,

of property, of gravitation itself, as to strike

at the foundation of the laws that regulate labor.

The slaves of the South for a hundred years

have been in the condition of dependents on

the superior intelligence of the white race; they

have been cared for and kindly guarded in sick-

THE BROADWAY RAILROAD RELOCATION SCHEME.

BY THE MAYOR—INCREASED EXCITEMENT.—Much

of the doubt existing in the public mind as to

the legality of the action of the Common Coun-

cil in granting to the Harlem Railroad Com-

pany the right to extend their track into Broad-

way has been dispelled by the fact of the

Mayor's having yesterday confirmed that action

by his signature. It is fair to assume that

Mayor Opdyke would not have signed the res-

olution without being first convinced of its le-

gality. And it is generally understood that

the right to make such a grant is retained to

the Corporation by the last clause of the act of

January 30, 1860, which says: "Nor shall it

(meaning that law) be held to impair in any

manner any valid grant for or relating to any

railroad in said city existing on the 1st day of

January, 1860." Now, one of the conditions

on which the Harlem Company was allowed to

run its cars to the Astor House was that it

should also be empowered to extend its road

through such other streets in the city as the

Mayor, Aldermen and Commonality of said

city may, from time to time, permit. This

privilege, it is argued, stands as a "valid

grant existing on the 1st day of January,

1860," and is not comprised in the repealing

clause of the act of January 30, 1860.

It is obvious that this is the pivotal point on

which the whole thing turns, and it will be for

the courts, if the matter is brought before them,

to declare the true interpretation of the law.

In the meantime the action of the Mayor in

giving completeness to that of the Common

Council has intensified the excitement in the

city growing out of the matter, and there was

a terrible commotion among the bulls and

bears in Wall street all day yesterday, fighting

over the Harlem Railroad stock, which re-

ceived a new impetus after the resolution

was signed. The schemers at Albany have

had the wind completely taken out of their

sails, and the large consideration which, no

doubt, was to have been paid to the legislators

there for their favorable action melts into thin

air. The coup d'etat of the City Hall demolishes

them. Their defeat and disappointment may

lead to curious disclosures as to the mode of

procuring legislation at Albany and New York;

and if there be litigation, as is now quite prob-

able, we may look for strange developments.

We understand that property holders in

Brooklyn are particularly jubilant over the

near realization of their favorite measure—a

Broadway Railroad. No matter who loses, they

win. And already the civic authorities there

have gone to work cleaning up the main av-

enues of traffic, in the hope of enticing over

a large emigration from this city by the prospect

of cheap rents, clean streets and an easy access

to places of business and pleasure in New

York. We are glad that anything has occurred

that will have the effect of purifying the City

of Churches, and if it derives that and other

advantages from the establishment of a Broadway

Railroad it is quite welcome to them. If it will

inaugurate an era of clean streets in both cities

it will be an additional recommendation to it.

The Harlem Railroad Company actually en-

tered upon the performance of its engagement

yesterday, by laying a small portion of the

track in Broadway between Thirtieth and

Fortieth streets. About seven o'clock last

evening, however, an injunction was served

upon the foremen having charge of the work,

and operations were accordingly stopped for

the present.

THE CAPTURE OF THE WARRENTON BATTERY.

A FOOTBALL AGAINST VICKSBURG.—The destruc-

tion by our gunboats of the rebel battery at

Warrenton, some ten miles below Vicksburg,

and on the same range of bluffs, gives to our

forces a foothold on the south flank of Vicks-

burg itself, which, together with Gen. Grant's

clearing out of all the supplies in the country

on the north side, will, we suspect, soon

bring about another grand rebel evacuation.

In fact, the greatest danger now to be ap-

preached at both Vicksburg and Port Hudson

is that the rebels will act upon the decision that

it is better now to abandon those places and

save what they can than to sacrifice their can-

non and gunpowder in a useless defence.

The occupation of the Mississippi between

Vicksburg and Port Hudson by a powerful

Union gunboat squadron, in cutting off the

communications of those two places with their

late supplies of subsistence in Western Louisi-

ana and Texas, renders both Vicksburg and

Port Hudson of very little further value to the

enemy. The special object for which their

heavy fortifications were erected has been de-

feated. All the rebellious States west of the

Mississippi are now completely severed from

their confederates on the eastern side of the

river. At one time, the capture of the ram

Queen of the West and the Indiana by the

enemy, and the prospect of these operations,

together with two or three other gunboats of

their own contrivance, below Vicksburg, made

the case look somewhat alarming; but now,

with the ram blown up, and with the Indiana

buried in the mud of the Mississippi, the small

craft and other defences of the rebels on the

Red river must be abandoned and destroyed,

or they will surely be captured.

The game is so manifestly in the hands of

Grant and Porter, Banks and the brave old

salamander Farragut, that we dare say they

will capture Vicksburg and Port Hudson with-

out much further strategy or expenditure of

gunpowder. The most serious thing to be

feared is that the cunning enemy will move off

in time, as usual when the chances are decidedly

against them, in season to save their artillery

and ammunition and other materials of war.

We hope, however, that our officers concerned,

land and naval, will so shape their movements

as to make Vicksburg and Port Hudson each